

GEN. OLIVIER'S CLEVER RETREAT

If Gen. Buller Had Permitted it He
Would Have Been Criticized.

BUT NOT SO LORD ROBERTS.

More British Troops for South Africa
—Country Must be Overrun—Move-
ments at the Theater of War.

[Early Dispatches.]

New York, March 30.—A dispatch to the Tribune from London says: The successful retreat of Dutch commandos of considerable strength from Orange river to the northern reach of the Free State is now claimed by the Boer authorities at Pretoria and considered possible that these Dutch forces could escape capture when the Boer army was occupied. Their retreat had been a remarkable achievement which reflects great credit upon the Dutch commander, since his forces were beset on all sides by British in superior strength. With this reinforcement the Boer army will be enabled to make a strong stand on the northern ridge of the Free State.

General Buller would have been severely criticised if the Boers had slipped through his lines in similar circumstances, but no military writer has ventured to censure Gen. Roberts for his failure to intercept the retreat of a body of six thousand burghers. National faith in "Boer" is unquestioned. He is regarded by the press and nation as a general who thinks of everything and a general who makes mistakes, and consequently the fact that the Dutch commandos have retreated by forced marches without being harassed, checked and captured is proof that the British army is not prepared to halt around the capital and prepare an arduous campaign northward. Gen. Roberts has secured the available distinction of commanding public confidence and completing what he is no longer exposed to criticism.

STILL MORE BRITISH TROOPS.

There is no interruption in the outward movement of reinforcements from England to the Cape. A large force, some at sea, and battalions of regulars, yeomanry and volunteers are preparing to embark. The price of Wales reviewed yesterday five companies of yeomanry sharpshooters, and represented their many distinguished officers upon the appearance of the corps. The titled and wealthy classes are strongly represented in the yeomanry, which, as recruited and officered, is a picked body of good riders and crack shots.

Sediments of horses for remounts and military stores are continued on a large scale. The truth is clearly perceived by members of Parliament and public men that the Boer army must be overrun and occupied by an overwhelming British force, and that the work of the army must be done with thoroughness. A remark which is constantly heard among members of the house of commons is: "No compromise, no convention, no intervention, but complete occupation of the entire district by an army adequate to enforce the Pax Britannica."

BOER FIGHTING AT HAND.

London, March 30, 4 a. m.—The Boers are concentrating in force about fifteen miles north of Bloemfontein in the direction of the Orange river, and are sending forward troops to engage them. The seventh infantry division and part of Gen. French's cavalry have been sent up to join the fourteenth division. There is a large force of Boers in the direction of the Orange river, and it is expected that the Boers are advancing in force southward.

In small affairs the Boers are daringly aggressive in all parts of the field. The Johannesburg mounted police, estimated by the Boers to be their best mounted command, are riding the country near Bloemfontein, harassing the farmers who have given arms to the British and carrying off cattle. There is a Boer report from Natal that a Russian soldier of fortune, Col. Gantsoff, with a hundred horsemen, is operating close to the Boer outposts on the western border. The Boers have reoccupied Campbell's farm in the direction of the Orange river, and are in strength near Taunus and Barkley West. They shelled the British camp at Warrenton Wednesday, but moved out of range that night. Yesterday (Thursday) two British guns shelled the Boer trenches, quieting their maneuvers.

BRITISH MOVEMENTS.

Lord Methuen and the forces that had been operating in the Barkley district have been recalled to Kimberley by Lord Roberts. No explanation has been given for this, but the mounted troops are dissatisfied at having been ordered back.

The Boers and disloyalists at Kenhardt have been dispersed and caused to retreat. Gen. Parsons is about to move the town unopposed.

Lord Roberts is making extensive arrangements to police and safeguard all the Free State towns in the territory occupied. Dispatches from Maseru assert that the Boers who returned to Ladybrand from Clocolan have taken up strong positions and sent pickets in every direction to watch Basuto, in the expectation that part of Gen. Buller's army will invade the Free State on that side.

According to Pretoria advices, Mafeking was bombarded for seven hours on Tuesday.

A dispatch from Pretoria, dated March 29th, says: "Gen. Joubert was at his office the previous day. He was at his post, but became unconscious some time before death. The complaint was acute inflammation of the bowels. The body will lie in state tomorrow, and will then be taken by special train to the farm at Rustfontein, near Wakarusa, where it will be buried, and where Joubert often requested, and without military honors."

ATTITUDE OF CAPE DUTCH.

London, March 29.—In the house of lords today the Earl of Camperdown asked a series of questions bearing upon the various allegations concerning Premier Schreiner's attitude toward the war. The earl of Selborne, under-secretary of state for the colonies, replied that a self-governing colony was bound to do everything possible to defend its territory against invasion.

Generally speaking, he added, the Cape colony was in the line of the defense of the coasting stations or attack by sea devolved upon the netherland. No part of the Cape colony was under the control of the dominions. The under secretary of war

continued, can claim to be at peace with a power with which her majesty is at war. It was unjust to say the Cape government had declined to call out its forces. It had called out the volunteers to the extent the governor considered wise. While the Cape minister had not on every point held views identical with those officials responsible for the conduct of the war, it was quite unjust to accuse the colonial ministers of declining to call out troops. Clearly, it was much better that some of the burgher forces should not be called out, for it was a matter of common notoriety that part of the forces could not be relied upon.

Regarding the question of liability for the damage done to those who caused the damage, the under secretary said the government aimed to endeavor to exact compensation from those who caused the damage. The question, he added, concerned both the colonial and imperial governments, but principally the colonial government, which was responsible to the parties injured and ought to co-operate with the imperial government to see that those who caused the damage paid for it.

SITUATION AROUND GEN. BULLER.

New York, March 30.—A dispatch to the Herald from Ladysmith says: The Biggarsburg range, where the Boers have taken up their new position, is a spur of the Drakensburg range, and runs across upper Natal, from west to east, ending in a rugged and broken range of hills forming the watershed of the Buffalo river. It is high and precipitous toward the south and forms a natural strategic barrier to General Buller's advance.

The weakness of this position lies in its extreme isolation, forming the Biggarsburg range, which will find an opening through which he can reach the higher plateau and valuable coal fields around Dundee, thus reopening the Natal lines.

Strong Boer outposts are hovering in the vicinity of Wessels Nek and Allan's Post. They must be driven back sixteen miles before the British forces can operate effectively against the Biggarsburg positions, which are reported to be formidable.

News which is regarded as suspicious has been received that the positions are being abandoned. Rumors that the Dundee coal mines have been destroyed by Johannesburg engineers almost confirm this statement.

Extending High Schools.

Berkeley, Cal., March 30.—The University of California will extend its scope over the entire coast by extending its high schools outwards to the States of Washington, Oregon and Nevada. This is the most important move that has been proposed since the plans for the new university were made, and it indicated that the University of California will become a Pacific coast institution and not a State institution alone.

Hawaiian Business.

San Francisco, March 30.—Q. H. Berory, the Honolulu agent for H. H. Street, is here on his way east. He says that the customs reports of the islands for last year show that the exports were \$22,625,741 and the imports \$10,659,605. Of the exports \$21,598,190 represented sugar.

He added that the plague, which has now been stamped out, involved an expense to the treasury of about \$2,000,000, and injured trade, but at present the business outlook is bright.

WHAT SHIPS HAVE COST.

Vessels the United States Purchased for the War.

Seventy-two Ships Were Bought—147 Were Chartered—All These Took Money.

Washington, March 29.—Acting Secretary Melickjohn sent a report from the quartermaster-general to the Senate in reply to a resolution of January 9th last, calling upon the secretary of war for a list of all transport ships and other vessels purchased or chartered by the war department since March 4, 1897, together with their names, from whom purchased or chartered, the cost of purchase or charter, the cost of fitting up or repair, and the number and names of vessels sold and the reasons for such action.

The department's answer is in the form of three large tables, replying specifically to the various inquiries of the Senate. From these it appears that only one vessel was sold, the steam tug Atlantic, which was worn out and condemned. She brought \$159. The transport Hooker, which was fitted up by the Navy department, and the Philippine, grounded near Corregidor island while enroute from Manila to Hongkong, and was lost. The steam lighter Bessie became the property of the government under the terms of the charter for \$12,297, and was renamed the Kearney.

It is shown that thirteen vessels have been purchased by the quartermaster's department since March 4, 1897. The exclusive of those purchased for the army transport service for transportation incident to the Spanish war. These included the ferryboat John Hancock, the steam tug John Hunt, Martha and John Barry, and ten steam launches at a total cost of \$12,473, with \$3,525 for repairs.

Forty-nine vessels of all classes were purchased for the army transport service during and since the Spanish war.

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MUNYON'S CURE FOR RHEUMATISM

I will guarantee that my Rheumatism Cure will relieve lumbago, sciatica and all rheumatic pains in two or three hours. There is no danger in a few days.

MUNYON.
At all druggists, 25c a vial. Guide to Health and medical advice free. 1505 Arch st., Phila.

including about twenty-five small craft, such as tugs, launches and lighters, purchased in the Philippines. The total purchase price of these vessels was \$3,074,455, and the total cost of refitting and repairing was \$5,183,993.

The most expensive vessels were the transports Grant, Logan, Sheridan, Sherman, Thomas and Hancock. The purchase price of the first five named was \$600,000 each, and that of the Hancock \$600,000. The expense of fitting up these vessels is stated as follows:

| | |
|----------|-----------|
| Hancock | \$542,516 |
| Grant | 228,459 |
| Logan | 483,829 |
| Sheridan | 229,159 |
| Sherman | 326,942 |
| Thomas | 325,265 |

It thus appears that the Hancock, Logan and Sherman cost over \$1,000,000 each, and the other three named a slightly less amount. The purchase price for the transport Meade was \$400,000 and \$749,999 was expended in fitting her up. The original cost of the hospital ship Relief was \$1,000,000 and \$1,000,000 was expended in her transformation.

The hospital ship Missouri has cost the government so far \$430,012, of which \$182,254, and for repair of \$157,758, and the remaining \$189,999 was expended in her transformation.

The principal transports were acquired under the terms of their charter, and the cost of the appropriation for the national defense. There were 147 vessels chartered for the transport service at a total cost of \$10,675,519 for services rendered, and a total cost of \$8,400,000 for the transportation of the troops to their original condition on cancellation of charters. Of the chartered vessels, seventy-nine were attached to the Atlantic fleet, at a cost for service of \$1,882,254, and for repair of \$157,758, and the remaining \$189,999 was expended in her transformation.

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ENGLAND NOT SATISFIED.

Portugal Can Pay Delagoa Bay Award Without Selling Colony.

London, March 30.—The Daily Mail, commenting upon the award at Bernes, says: "The boundless procrastination of the tribunal is a source of great annoyance to the British government, for not the smallest trace of equity can be discovered in the award of the beryllary £800,000 as compensation for a concession valued at £5,000,000. We fear the arbitrators allowed themselves to be prejudiced against British interests by the irrational anglophobia which has seized upon the Swiss people. By their conduct the arbitrators have struck a deadly blow at arbitration."

The Daily Chronicle says: "The award corresponds with the general anticipation. Portugal is condemned to pay, including interest, nearly a million sterling. Probably the property of Pretoria was a fertile contributor to the inexplicable delay of the arbitration. We wonder whether the diplomats at Lisbon think they have the value of their money."

The Daily Graphic says: "The award is as great a surprise as has been the long time taken by the arbitrators in arriving at a decision. It has been estimated that between two and two and a half millions of pounds have been paid out by the British government in the award, and or the financial obligations that to be laid upon Portugal a great deal of political speculation has recently turned. This speculation will probably have to undergo a good deal of modification."

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MOST POWERFUL SHIPS AFLOAT.

Three New Cruisers Planned for
the American Navy.

THEIR GREAT BATTERIES.

Sixty-Six Fixed Guns Each, and a
Speed of 23 Knots—Armor and
Modern Equipment.

[Early Dispatches.]

New York, March 30.—A special to the Tribune from Washington says: No warships of such fighting power have ever before been planned abroad or at home as the three cruisers whose details have just been practically completed by the admirals of the naval construction board. They are really most formidable battleships, with the speed and staying powers of an ocean liner. Never has such a tremendous battery been mounted afloat as the California, the Nebraska, and the West Virginia will carry. Sixty-six fixed guns constitute their armament and their magazines are to hold over 400 tons of ammunition.

The board has given these ships 18,000 tons displacement, 23 knots speed, and with coal bunker capacity of 2,000 tons, a steaming radius of 7,000 miles. They will be the only ships in the navy with a gun turret of 12 inches diameter extending from below the water line above the entire superstructure. In appearance they will mark a notable departure from existing cruisers and battleships of their class, in that they will stand much higher out of the water, giving better distribution of batteries and quarters and making them most impressive.

Until Congress has authorized the navy department authority to contract for the best possible armor for these vessels, the final drawings cannot be made, nor can ship builders secure all the information required by them to enable them to construct the vessels. The general characteristics of the ships are now settled beyond material modification except that triple screw machinery may be substituted for twin screws. The machinery is to develop over 22,000 horse power to drive the ships 23 knots and this with the standard naval water tube boilers must not exceed 2,000 tons in weight.

The armor protection is to include a water-tight belt of Kruppized steel six inches thick abrest the engines and boilers, tapering to 3½ inches at the bow and stern. Above this belt there will be a five-inch plate protecting half the ship's length, to protect ten 6-inch guns. The 8-inch turrets will be six inches thick, the conning tower nine inches and the signal tower five inches. The total weight of armor, including the 12-inch protective deck, will be 1,475 tons.

Among the novelties, the lower decks will be covered with linoleum, all wood work reduced to a minimum and fire proofed, the magazines covered with concrete, the magazines covered with refrigerating apparatus; coal bunkers arranged for extremely rapid filling and emptying, automatic water tight doors between all compartments operated from several stations, five main laid down half the ship's length, to protect ten 6-inch guns. The 8-inch turrets will be six inches thick, the conning tower nine inches and the signal tower five inches. The total weight of armor, including the 12-inch protective deck, will be 1,475 tons.

The armament will consist of sixty-six guns, distributed as follows: Main battery, four 8-inch breech loading rifles of 45 calibre length; fourteen 6-inch rapid fire rifles of 30 calibre length. Secondary battery all rapid fire light 14-pounds twelve 2-pounds, two 3-inch field guns and two gatlings. In addition the hand battery will include 300 magazine rifles and two hundred revolvers. The 8-inch rifles will be mounted in pairs in elliptical balanced turrets having inclined ports, located on the keel line of the ship fore and aft.

On the upper deck the tremendous torpedo boat destroying 14-pounds will be located and at each corner of the superstructure a 6-inch gun with an arc of fire of 145 degrees will be protected in a sponson.

On the main deck in the casemate will be placed the battery of 6-inch rapid fire in broad sides, five on each side, with not less than 110 degrees of arc of fire, except the forward pair, which are to be sponsoned so as to permit them to aim directly ahead. The automatic one pounders will go in the lower military tops and the single shot of the same calibre in the upper tops. There will be two submerged torpedo tubes in one compartment forward and six wheelbarrow torpedoes will be carried. The aggregate weight of this armament exceeds 400 tons.

As indicating the rapidity of destructive fire to be attained with this great battery, provision is made for the ammunition to be delivered in charges to each gun at the following rates: 8-inch, one every fifty seconds; 6-inch, three rounds a minute; 14-pounds, six rounds a minute; 2 and 1-pounds, ten rounds a minute. The rounds and weights of the ammunition to be carried on each ship are as follows:

Five hundred rounds, 5-inch complete, 9.5 tons; 2,800 rounds 6-inch complete, 27.5 tons; 4,500 rounds, 14-pounds complete, 51.7 tons; six thousand rounds, 2-pounds complete, 18.8 tons; all other, twenty tons; total 499.6 tons.

The construction board has also practically completed the designs for the battleships Pennsylvania, Georgia and New Jersey, no material modification from the original plans having been made.

They will represent as distinct an advance in their class as the cruisers do over the New York and the Brooklyn. The armament of the battleships is not to be positively decided until the double turrets of the Kearsarge are tested.

Battle With Outlaws.

Gallup, N. M., March 29.—A bloody battle between a sheriff's posse and a gang of desperadoes occurred near Navajo Springs, sixty miles west of here, yesterday afternoon, in which two of the posse, Gus Gibbons and Frank Leasure, were killed. Five of the outlaws were captured, two badly wounded. Three escaped and are being followed. The gang had been stealing cattle in various parts of the country.

A KENTUCKY STORY.

One Politician Tells What He Thinks Another Can Do.

Lexington, Ky., March 29.—The morning Herald of this city will print tomorrow the following special from Winchester, Ky.: "If Youtsey will tell what I think he knows, he can hang Taylor and destroy the Republican party. I feel sure that I can arrange for enough of the appropriation for 1902 to make him and his wife comfortable for the rest of their lives. Culton is going to confess in the morning and Youtsey had better get in while he can. The money is going and he might as well have his share."

The above is what James Andrew Scott said at the Reese house Monday night. He was addressing N. H. Witherspoon and J. C. French, respectively brother-in-law and father-in-law of Youtsey. Scott had telephoned Witherspoon early in the afternoon. "Meet me at the Reese house on the quiet," he had been promptly met. Judge French was later called, as the he had been called, and was consulted in a matter of such importance.

The party stayed in consultation until midnight. Scott insisting that Youtsey should confess and make a statement, while the other listened passively and then replied: "Youtsey has told all he knows and can say nothing more."

Scott dwelt on the point that Culton would confess the next day and unless Youtsey got in his story first the other man would get away with the money, but neither Witherspoon nor French would accede to the request for Scott to go to Frank Leasure and tell him to tell a story which would hang Taylor and damage the Republican party.

Scott said Youtsey would have to leave the State because of the feeling aroused, but that he would have money to sweeten his odds. The story was told freely on the streets today and it was further stated that Scott had assured Witherspoon and French that they would be further communicated with before any attempt would be made to arrest Youtsey. The report of his arrest was therefore a surprise.

DEMAND FOR COAL.

Foreign Countries Will Want a Big Supply from America.

Philadelphia, Pa., March 30.—The outlook is promising for a better demand for anthracite coal by foreign countries. While foreigners have been anxious to secure bituminous coal, there has been no demand for anthracite. Today, however, one of the leading coal companies received a request from a prominent coal house to state terms and conditions for the sale of anthracite coal. It could deliver at St. Petersburg, Russia, by October 30. This request was somewhat of a surprise, and it was agreed to give the writer a rate at St. Petersburg, N. J. The letter stated that the coal was to be used as quickly as possible, your lowest price for each size of your anthracite coal per ton of 2,240 pounds delivered, freight paid (shipload lots less), at St. Petersburg, Russia, coal state how many thousand tons you can supply delivered at St. Petersburg before the latter part of October, duty free. Also send correct analysis of the coal you could deliver. In case of your chartering American vessels to make the trip direct to St. Petersburg, we think we can supply return freight via Hamburg and Hull to America. In this manner cheaper freight rates could be secured by you."

Officer Arrested for Kidnapping.

Sacramento, Cal., March 29.—The agent of the State of Washington having in charge John Collins, the alleged Seattle bank robber, was arrested here on the arrival of the Oregon train, on a warrant issued by Judge Lawler, on a charge of kidnapping, a preliminary step to habeas corpus proceedings.

San Francisco, March 3